

THE HANSCOM BEACON

FALL/WINTER ISSUE 2001

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Hanscom pilots, FBOs, tenants and employees are no strangers to emergency situations. Since the days of World War II, when the military operated out of Hanscom Field, to the tragedy dealing with Newton school children, and more recently, the terrorist attack September 11 on the World Trade Center (WTC) in New York, Hanscom personnel can always be counted on to aid in every possible way.

Although Hanscom Airport was closed for four days after the attack, MedFlight, the military, and the Civil Air Patrol (CAP) were allowed to operate. The field officially reopened at 5AM on September 15 for all operations except VFR and flight schools.

Enhanced security measures were instituted at the airport. Immediately, FBOs, pilots and other personnel based at Hanscom offered to cooperate in every way possible.

As a result of the increased security, the FAA allowed only IFR flights to fly in Enhanced Class B airspace. The so-called "upside-down wedding cake" normally associated with Logan, was changed to allow flying IFR only from the ground up to infinity within that radius.

Most IFR pilots looked at the new security measures as an inconvenience, but they felt it was a positive move, since it would force them to file IFR more frequently, thus improving their IFR proficiency.

Since VFR pilots were not allowed to fly in the Enhanced Class B airspace, flight school training was greatly affected by the move. Some schools were forced to layoff instructors because of the business reduction, and since 85% of all pilots fly VFR, activity at Hanscom was largely curtailed.

Showing their resiliency and ingenuity, Executive Flyers moved seven planes to Fitchburg Airport for VFR training. Mark Holzworth of the East Coast Aero Club at Hanscom said he'd wait it out for a few weeks before making a final decision on moving aircraft. As Mark said, "I'm looking at it as some bad weather that prevents flying."

Later, when the rule was modified to allow VFR flight training instruction in the Enhanced Class B area if the pilot was accompanied by a flight instructor, Executive Flyers moved several of their planes back to Hanscom.

Since the original ruling, security at Hanscom has been enhanced. All secondary entrances to the building have been secured with all gates to the field and hangars closed. Access to air-

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HANSOM UPDATE



Barbara Patzner
Airport Director

SEPTEMBER 11, 2001
One of the most tragic days in American History.

The day the terrorists attacked.

I wish to express my sincerest condolences to the victims and their families of that tragic event. Many of our Hanscom residents were personally touched by that day since they had relatives and friends who were among the victims.

We now face one of the most challenging chapters in aviation history, and to survive this crisis, we, at

Hanscom, must work together. I have already seen many encouraging signs.

As you know, changes are being made continually, from the Enhanced Class B airspace to restrictions over reservoirs, crowded areas and other airspace. I implore all pilots to please check notams, Flight Service or any other authorized agency for the latest information prior to takeoff.

Abide by all regulations at Hanscom, especially parking and registering at the Central location for an escort to your hangar. It is important that we all cooperate in every possible way to expedite movements.

Currently, all gates to the field and hangars are closed. You must present a photo ID and log in at the Central location prior to being escorted to your aircraft. Upon returning from your flight, please call for a return escort at 781-869-8000 during normal office hours. For all other times, call 617-212-6529. It is imperative that you do not proceed from your aircraft's assigned area without an escort.

The 300-ft. barrier in the parking lot has caused a severe parking shortage which will become more critical over time.

In the future, some restrictions may be lifted and additional rules may be instituted. But if we all work together, I'm certain we'll achieve our goal - safety for everyone and more freedom in flying.

Among the good news, I'm certain you've heard the word: Hanscom Airport is the first airport in the United States to receive certification for our Environmental Management System (EMS). Planning and working towards receiving that award was no easy task. It took over a year of planning to identify the necessary elements that could be effectively integrated into our program.

To develop the EMS system, we had to examine every activity performed at Hanscom: aircraft of various sizes and configurations, vehicles, the surrounding environment, and our basic business objectives, while considering how we could continually integrate additional elements to enhance our performance.

Obviously, the hard work of the Hanscom team paid off and our ultimate goal is to continually improve our EMS so that other organizations can look to us as the role model in environmental management.

At the same time, it is also imperative that we continue to look ahead in this area.

For the month of September 2001, Hanscom experienced a 45% decrease in total operations over last year, but jet activity increased 8%. The business jet market is expanding nationally, especially in the fractionalization market.

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craft and hangars is accessible by reporting to a central location. Pilots, after being properly identified by Massport personnel and signing in, are escorted by vehicle to the T hangars for access to their aircraft. Upon returning from their flight, the pilot must call Massport to be escorted back to the central location.

Discussions regarding a photo ID badge system for Hanscom and FBO employees and pilots have also been under consideration.

Inside and outside the Civil Terminal, State Police, as well as the National Guard, are showing a stronger presence. The first five rows in the parking lot have been roped off and vehicles are not allowed within 300 feet away from the terminal.

Shuttle buses, cabs, and private cars are requested to discharge passengers at the edge of the 300-foot mark.

Despite the current activities, John Wraga, manager of Mercury, mentioned that he has seen an increase in business, partly because people do not want to experience the long waits at Logan. They also feel their executives may be more secure and comfortable on personal aircraft and can perform work during the flight. Because of the increased corporate and personal jet traffic, he claims fuel sales have increased.

He also mentioned that Mercury personnel are now checking and logging the IDs of all passengers and pilots utilizing their facilities.

Another Hanscom FBO, Jet Aviation, has also seen a similar increase in business. Frank Diglio, manager, says although VFR traffic at Hanscom has been curtailed, IFR traffic among corporate aircraft has increased.

Because of the enhanced security, entrance to the East ramp has been slowed through the military gate since all vehicles and guests must be carefully scrutinized. To help compensate for this time delay, many workers on the base have staggered work hours so as not to inundate the sentries all at once.

Bob Doppler, president of Aviation Electronics located on the East ramp, feels his business has not been greatly affected because of the slowdown at the gate. Most people call ahead and do not drop in unexpectedly. All his employees now possess DOD ID cards. Guests use the normal visitors' admittance. As Bob says, "This is part of our security and we should all be grateful for the protection we're getting. A little wait is no big deal when you're protecting people and millions of dollars worth of property."

In speaking with Tom Hoban, manager of East Coast Aviation on the East ramp, we found a person who took it all in stride. "Because of the VFR restrictions," he said, "we can't offer 'demo' rides so that sales in that area are hurting. We also find," he continued, "many owners can't access their aircraft as readily to check on the work we're doing. But," he continued, "Once the rules get standardized, I'm certain we'll be on track again." Most of Tom's employees wait to go through the military side about an hour.

Shuttle America, located in the lobby of the main terminal, has made several changes. Instead of allowing passengers to check in ten to thirty minutes before flight time, the company now requires customers to be at the terminal one hour before. Security is much tighter. Carry-on bags may be opened and

checked. Baggage will also be examined closely. Laptop computers must be removed from their cases for examination.

Mark Cestari, vice president of the airline, says that Shuttle America is undergoing a restructuring program backed by financial aid from Wexford Capital, LLC. Shuttle America will begin flying under a code-sharing agreement with U.S. Airways Express.

In line with this agreement, Shuttle America is terminating service to Buffalo and will commence five daily non-stop flights to the U.S. Airways hub in Philadelphia, where passengers will be able to make connections to 200 U.S. Airways destinations throughout the U.S., Europe, Mexico and the Caribbean. The airline will also schedule six trips daily to Trenton, N.J. and once approval has been received from the FAA, will perform seven round trips daily to LaGuardia Airport. All flights will utilize the Dash 8-100 aircraft.

Although many companies are experiencing layoffs, Cestari said he doesn't expect any layoffs at Shuttle America. "If anything," he says, "we expect to grow now that we're adding aircraft."

As one pilot who has flown out of Hanscom for 20 years reminisced, "I think America is just now beginning to realize the wonderful freedom we have all experienced. I lived in Switzerland when Hitler was coming into power, and I will never forget how awful it was, not knowing what was going to happen tomorrow. Would we be invaded and what would happen to our freedom?" He went on, "As pilots in America, our freedom has been limitless, and unlike most countries that require flight plans and stringent requirements, America has truly been the land of the free."

That pilot seemed to reflect the feelings of Hanscom residents. In talking to the various tenants, businesses and pilots at Hanscom, you can feel the intense emotion that everyone has experienced over the terrorists' action. Above all, you realize that Hanscom is comprised of many things that made America great; people of every race, creed, color and nationality, who, despite the misfortune, will always find a way to be positive. The ingenuity and creativeness of Hanscom businesses are limitless and if nothing else, it proves one thing – Hanscom people are resilient.

HANSCOM PILOT DEMONSTRATES THE TRUE MEANING OF "HERO"

In this day and age when the term "hero" is used so loosely among entertainers and sports figures, a Hanscom pilot, like the firefighters, policemen, EMTs and other volunteers during the World Trade Center Crisis, has shown us the true meaning of the word.

Brooks Margolien, a pilot from Hanscom who operates an aircraft maintenance facility at Minute Man Airport in Stow, Massachusetts, threw his own personal safety to the wind as he rushed to save a pilot trapped in a burning plane at that airport.

Ironically, Brooks puts in long hours during the weekdays, but seldom works on a Sunday night. As luck would have it,

especially for the trapped pilot, Brooks happened to be doing some catch up work that Sunday night.

At approximately 9:30 PM, he heard a plane coming in for a landing and then a loud boom. When he rushed out to check on the noise, he saw billowing smoke coming from a plane that crashed short of the runway.

Realizing the plane could explode at any second with the trapped pilot inside and that he might not have enough time to reach the downed aircraft by running, he threw caution aside. Within seconds, he dialed 911, strapped on a 40 pound fire extinguisher, hopped on his bike, and despite a chain that kept falling off, he pedaled and pushed the bike to the disaster scene.

Upon arriving at the scene, he saw both wings and the engine burning with the unconscious pilot trapped inside. As he discharged the extinguisher, he kept yelling for the pilot to wake up. When that failed and his extinguisher was empty, he tried unsuccessfully to break the windows with it.

As a last resort, without regard to his own personal safety, he crawled into the burning plane that could explode at any second, and attempted to free the pilot, who was wedged inside. By then, police arrived with their heavy equipment, and along with Brooks, were able to extricate the pilot.

There are many "what ifs" to this scenario.

What if Brooks didn't possess the ability to think and react so quickly?

What if he tried to run the distance, lugging a heavy fire extinguisher on his back? Would he have made it in time?

Above all, what if Brooks decided not to go to his shop for some catch up work that Sunday night, and instead, stayed home to watch TV?

Those of us, who know Brooks personally, are proud to count pilot/mechanic Brooks Margolien as a friend. He has shown us the true meaning of HERO: "A man of distinguished courage or ability, admired for his brave deeds and noble qualities..."



TARAIR CHOSEN AS EXCLUSIVE DISTRIBUTOR FOR SUPER CHEYENNE PROGRAM

Bradley "Brad" Rosse has announced that his company, TarAir Corporation, has been named as the exclusive distributor for the Super Cheyenne aircraft. The Super Cheyenne is a completely refurbished aircraft that is defined not only by its factory-new propulsion system, but also by its "zero-time" airframe and a sophisticated state-of-the-art avionics system.

The factory new engines in the aircraft are fitted with a special propeller and air intake system that enables the plane to produce incredible performance at higher altitudes than previous Cheyenne's.

According to Brad, all Super Cheyennes are delivered with fresh inspections and a "new" aircraft warranty, which covers every part in the aircraft for 600 flight hours or two years. In addition, the engines are covered under Pratt and Whitney's 1000-hour warranty program.

"The Super Cheyenne is a 'must see and try' aircraft," claims Brad. "The performance is so outstanding that 'Demo' rides are a must for prospective buyers."

TarAir Corporation specializes the acquisition and brokerage of aircraft light corporate aircraft. Last year, they completed a complex purchase of five Cheyenne IIIA's from All Nippon Airways in Japan, ferried the aircraft across the north Pacific and Alaska to Bedford. After completely refurbishing the aircraft to look like new, they were delivered to waiting customers.

Brad has extensive experience in the buying and selling of aircraft. His previous experience includes specialized search for aircraft to meet specific requirements of customers.

For a look at the new Super Cheyenne or more information on the buying and selling of aircraft, TarAir Corporation is located at 380 Hanscom Drive in Bedford (the second floor of the Jet Aviation Building.) Telephone is 781 274 8198. Fax is 781 274 8197 and email is bradr@tarair.com.

QUESTIONS

From John Bradley, Hartwell House, Lexington:

Which ballplayers led major league baseball in total hits in the following decades – 1950s, 1960s, 1970s, 1980s and 1990s?

Answers: 1950s, Rickie Ashburn-Phillies
1960s, R. Clemente-Pittsburg
1970s, Pete Rose-Reds
1980s, Robin Yount-Brewers
1990s-Mark Grace-Cubs

From Ken McCaffrey, Customs Inspector, this four part question:

1. When Bobby Thompson hit the home run to clinch the 1951 pennant in a one game playoff, off what pitcher did he hit it?

Answer: Ralph Branca of the Brooklyn Dodgers

2. What pitcher did Ralph Branca relieve in order to pitch to Thompson?

Answer: Don Newcomb

3. What player was in the on-deck circle when Branca served up the home run?

Answer: A rookie named Willie Mays

4. Who pitched and won the game for the New York Giants?

Answer: Sal Maglie



Shown is the cab being lifted by a hydraulic telescope and is placed on the new Hanscom tower. The cab weighs 52 tons and is being hoisted by a crane that is capable of handling 360 tons. Prior to the job being started, computer calculations determine the structural characteristics necessary: size crane to use, the best method of lifting, and exactly where the rigging cables should be attached. There is also a computer inside the operator's crane to be used by the operator who is specially trained to handle both the computer and the hydraulic crane. Once the cab is placed on the tower, it is then welded in position.

The tower cab includes 800 pounds of glass, two and one-inches thick and is vapor sealed. The foundation uses 4 shaft caissons, 60 feet deep that are drilled five feet into rock. This engineering marvel has built-in seismic requirements that will withstand just about anything. The building is masonry block with steel frame and the sides are finished exterior finish system designed to handle extra heavy wind loads.

A variety of engineering disciplines, including geotechnical, mechanical, electrical, plumbing, welding and drainage were utilized.



RIBBON CUTTING CEREMONY AT NEW MERCURY HANGAR
From l. to r. – Cara Thompson, Marketing Director, Mercury Air Center; John Enticknap, President and CEO, Mercury Air Center; Dr. Phil Fagan, Chairman of the Board, Mercury Air Center; Virginia Buckingham, CEO, Massport; Barbara Patzner, Airport Director, Hanscom Field; John Wrage, General Manager, Mercury Air Center; Brian Swift, Manager, Marketing and Sales, Mercury Air Center

**BE A GOOD NEIGHBOR.
FLY FRIENDLY.**

Use AOPA or NBAA noise abatement procedures.

"IT'S ALL ABOUT SHARING KNOWLEDGE"

Those were the words of Dick Rhuda, safety program manager for the airworthiness section of the FAA, as he described the seminar series for mechanics.

"When mechanics get together in a seminar," said Rhuda, "it's amazing to hear the transfer of information among them as they describe different inspection routines or troubleshooting tips on various aircraft. The result is," he continued, "mechanics receive the opportunity to broaden their knowledge in a multitude of areas from engines to systems to avionics."

Rhuda originally got his start in aviation mechanics with the Coast Guard where he was trained to work as a structural and hydraulic mechanic on helicopters. After discharge, he attended East Coast Aero Tech and received his airframe and power plant (A&P) certificates. In addition, he retains an Inspection Authorization (IA) authority, as well as being an instrumented rated pilot.

Rhuda possesses a wealth of experience in aviation. Past positions have included director of maintenance for a school that had over 35 new Mooney and Cessna aircraft. He was also director of maintenance for a repair station at the Hyannis airport.

In 1995, he joined the FAA as aviation safety inspector for airworthiness on general aviation aircraft, and a short time later, was elevated to his present position as Safety Program Manager for the airworthiness side of the FAA.

Rhuda's seminars blanket the entire FAA Boston Flight Standards District Office (FSDO) area, which includes Eastern Massachusetts, the cape and islands and Rhode Island. Oftentimes, he can be seen running through the Hanscom parking lot complete with power point equipment, a box full of FAA handouts and a stack of incident and accident reports to discuss at the seminar. He administers about 50 seminars a year and for the most part they're usually well attended. "One of our basic problems comes with time," he said. "Mechanics are working in their hangars all day so that they don't very much feel like staying in the hangar for an evening seminar." He went on, "For that reason, I'll hold the seminar anywhere convenient or comfortable for the mechanics other than a hangar if they wish."

"In working our seminars," he explained, "we don't want to strictly preach or lecture. We want to get across the idea that they are a professional group and as such, they should not compromise their integrity or safety for the sake of the aircraft owner's wallet. If the owner demands you cut corners," we tell them, "be up front and tell the owner why you won't sacrifice safety or your own integrity because it could affect your aviation future as well as the pilot's safety." He emphasizes the fact they should take pride in their work and not cut corners that could endanger lives.

Most seminar attendees obviously listen because as Rhuda visits various maintenance shops, he hears comments from mechanics as to the effectiveness of his program.

Rhuda went on to say some of his favorite seminars are those that include both pilots and mechanics because they learn from each other. Pilots learn more about logbook entries and mechanics learn more about what pilots expect from work performed.

"But his seminars," he added, "don't stop with airports. I speak on aviation to every organization I can, Rotary Clubs, Kiwanis, Elks, schools and any group that would like to learn more about aviation. Here," he continued, "I can easily explain the safety of aviation and the thorough, methodical work that is performed on

aircraft along with the proficient training of pilots. I feel this helps eliminate the 'bugaboo' of the incompetent general aviation pilot or mechanic that some people seem to harbor."

Obviously, Dick Rhuda is a very high-energy type. He coaches girl's basketball, is assistant coach for a team in the Babe Ruth league and came in sixth in the Lake Tahoe Downhill Slalom Race. No wonder he covers so much territory each year.

When asked about level of maintenance and repair work at Hanscom, Rhuda replied, "We're very lucky at Hanscom. With people like Jet Aviation, Mercury and East Coast Aviation, we've got some of the top mechanics in the New England area. All the shops at Hanscom, both avionics and mechanics, don't have to bow to anyone. We've got the best."

And Dick Rhuda should know. He has seen aircraft shops of every type and every description.

WHAT IF YOU HAVE A SURPRISE BIRTHDAY PARTY AND THE GUEST OF HONOR DOESN'T SHOW?

That's what happened recently when a group of Hanscom pilots got together to throw a surprise luncheon for one of their fellow pilots, Russ Lewis. Unfortunately, Russ was on a corporate trip to Nantucket and got delayed because of weather. However, our voracious and gallant pilots decided to celebrate his birthday in absentia. Luckily, Russ got back before most of his friends left and was able to devour his cake, or at least what was left.

CORPORATE PILOT STARVES AT OWN BIRTHDAY PARTY



Russ Lewis, after arriving late, looking forlornly at the minute piece of birthday cake left by his gluttonous friends.

If you have news you feel may be of interest to readers of the HANSOM BEACON please direct your information to:

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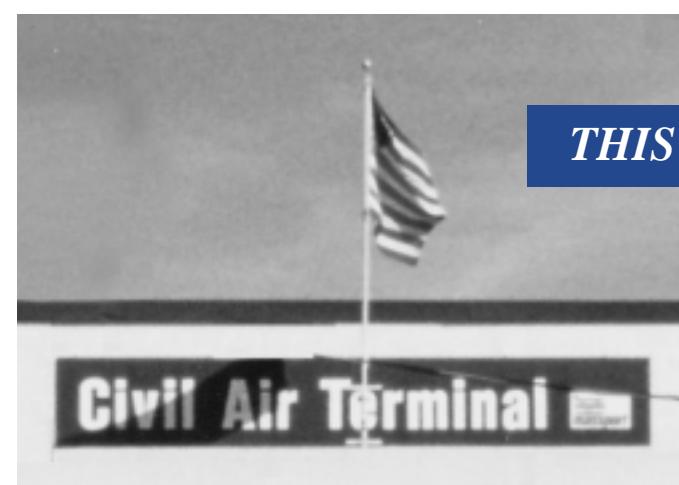
MPs checking identification at the military gate. Working hours on the base were staggered so that sentries would not be inundated all at once.



CENTRAL LOCATION. Security checkpoint to ID pilots and passengers before being escorted to T hangars.



Civilian terminal parking lot. The first five rows remain vacant except for authorized vehicles.



THIS SAYS IT ALL. GOD BLESS AMERICA

ALL PILOTS:

Please be certain to check Flight Service and all Notams before flying. New restrictions are being instituted. It is also advisable to monitor 121.5



THE NEW SABRINA FISHERIES HANGAR

With an expected opening soon, the new Sabrina Fisheries will offer the latest state-of-the-art in development. The 30,000 square foot building includes a 5000 square foot office area that will contain the newest in life safety and security systems. The building will have the latest in fire and foam suppression systems, including a 75,000-gallon water storage tank situated under the floor with extra large drainage pipes. The hangar will be heated by radiant heat in the floor in addition to a heated apron leading to the hangar. The foundation is of concrete with a 4-foot knee wall around the perimeter. The siding is all-metal with stucco window finish for the office area. In the mezzanine section, an elevator will transport people to offices that will be located on two floors. Chuck Comeau, supervisor with over 23 years construction experience, claims it will be a hangar that will make Hanscom proud.

AROUND HANSCOM

Many readers have asked us to identify the photographer who submitted the beautiful photo on the back page of our Winter 2000 issue that was titled "COME ON SPRING." The photo showed mountains of snow in the forefront of the old tower and upcoming new tower during sunset. **Cheryl Liss**, an engineer at Raytheon and part-time flight instructor at Hanscom, took the photo. She is also a very active Safety Councilor and last year at the FAA Safety Councilor's Banquet, was given a special award for her work on the seminar 2000 agenda booklet.

Hanscom pilots and ATC personnel were pleasantly surprised recently to see an old friend. **Ron Connolly**, who worked at the Hanscom Tower for a number of years visited the area and renewed old friendships. Ron is with ATC in the Charleston, South Carolina tower and extends wishes to all Hanscom pilots to visit him whenever they're in the area. Everyone will remember Ron as an exceptionally proficient and personable controller.

The **Aero Club of New England (ACONE)** sponsored two fly-ins. August 11 took place at Katama and Basin Harbor took place September 9. Both events are always fun times.

The **East Coast Aero Club** has just added a 1998 Skyhawk to its fleet. The bird contains all the niceties: autopilot, IFR GPS, 2 digital nav/com radios, ADF and digital transponder. The aircraft also is fuel injected with larger fuel tanks and less flaps.

Notice that wide grin on **Gary Lopez**, Boston FSDO manager lately? It's because his daughter Gina Marie, just graduated from Bentley College with a BS degree in marketing.

If you noticed a breath of fresh air this summer in **Dan Schrager's** Aviation Insurance Agency office, it belongs to **Jade Stanbrook**. Jade is the niece of **Karen Lewis** and works as an assistant/intern to Karen. Jade not only has some interesting hobbies, such as horseback riding, photography and pottery, but she is the only female on an all-male roller-blade hockey team. She's easy to spot. She has that same flowing, silken black hair as her aunt, Karen.

Famous quotes:

In 1885, Lord Kelvin, president of the Royal Society said, "Heavier-than-air flying machines are impossible." And in 1932, Dr. F.R. Moulton, an astronomer at the University of Chicago said, "There is no hope for the fanciful idea of reaching the moon because of insurmountable barriers to escaping the earth's gravity."

Perhaps if they heard the impish Puck's quote first "What fools these mortals be" they wouldn't have been so quick to predict the future in air travel.

Kudos to **Sheila Bauer**, FAA Regional Aviation Education Manager. Sheila has put in countless hours educating both school children and the general public about aviation. She has just been named national director for the program. In her new position, Sheila will provide a nationwide aviation outreach program for teachers, guidance counselors, and the general public about careers in aviation.

Don't forget The **Hanscom Ambassador Program**. Here's your opportunity to reward someone who has gone that "extra mile" for you. There are over 250 people working at Hanscom, from FAA and FBO personnel to aircraft instructors, mechanics and employees of tenants. Many of these people often go out of their way to provide good customer service. If you see this happening, nominate that person for an Ambassador Award. Simply pick up an entry blank at any FBO or the Massport office and fill it in. It'll mean so much to that person.

Watch for local TV station ratings to shoot skywards this hockey season, thanks to, Hanscom Field and Building Maintenance Foreman, **Jay (Sully) Sullivan**. Sully's nephew, **Chris Kelleher**, has just signed with the Boston Bruins. Right now he's working out with the Providence Bruins. He's a graduate of Boston University. Incidentally, Chris' brother, Tim, is goalie for Boston College.

Congrats to Barbara Patzner. She was recently elected as Northeast Chapter Representative to the National Board of Examiners (BOE), American Association of Airport Executives (AAAE). The basic function of the BOE is to oversee the AAAE accreditation program, which requires airport executives to demonstrate experience and a thorough knowledge of airport operations and management.



Shown is John Federico, Massport operations shift manager at Hanscom, giving an airport tour to a group of cub scouts.

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The answers are obvious. Top executives and "road warriors" want to spend more time with their families and less time on the road. Traveling to and from large metropolitan airports is slow, frustrating, expensive and time consuming so that passengers normally have to stay overnight to accomplish their tasks. It's also more expensive from the company standpoint.

Business jets provide immediate access to smaller airports and save time commuting to and from the airport. They are not normally subjected to the delays that commercial flights sometimes encounter; nor are they prone to utilize only large airports that might be miles from their intended business destination.

Companies find that the accessibility of a business jet gives them an invaluable marketing tool while allowing their executives to work during the flight and approach their clients much more refreshed.

With these business trends in mind, coupled with the additional instructive procedures, I ask all pilots and employees to exercise extra caution and patience during these times. I know we can achieve our goal if we all work together.

In closing, again, speaking on behalf of the entire Massport staff, I offer our heartfelt condolences to all those lives affected by the attacks of September 11.

Barbara Patzner
Airport Director

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HANSCOM FIRST TO RECEIVE CERTIFICATION FOR EMS

Accolades to the Hanscom team for their yearlong, hard and tedious work developing an Environmental Management System (EMS) that is being implemented at Hanscom Field. Hanscom received ISO 14001 certification for the system. ISO 14001 identifies elements that can be effectively integrated into an EMS system to continually improve environmental performance at Hanscom.

The International Organization for Standardization (ISO) is a private sector, international standards body based in Geneva, Switzerland that promotes the international harmonization and development of manufacturing, product and communications standards. The organization has identified more than 8,000 internationally accepted standards for everything from paper sizes to film speeds. More than 120 countries belong to ISO as full voting members, while several other countries serve as observer members.

Massport Hanscom Field now becomes the first airport in the United States to receive this certification.

The EMS development at Hanscom included examining every activity that is performed at the airport and determining how the impacts can be minimized. In addition, one of the objectives of implementation of the EMS is to integrate the program with overall business considerations and to continually improve environmental performance at Hanscom.

Massport also plans to begin development of an EMS at Logan International Airport this fall.